

~~SECRET~~REPORT NO. 

50X1

COUNTRY USSR

DATE DISTR. 16 Feb. 1954

SUBJECT 1. Airfield at Kalvaria  
 2. Underground Cable (Warsaw - Kaunas - Moscow)  
 3. Airfield at Kaunas

NO. OF PAGES 4

DATE OF INFORMATION 

REFERENCES:

PLACE ACQUIRED 

THIS IS UNEVALUATED INFORMATION

SOURCE

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50X1 See legend to Encl. 1 for  information on the airfield at  
 50X1 Kalvaria and underground communication cable (Warsaw - Kaunas -  
 Moscow) to be used in the event of hostilities.

50X1 With the exception of  and occasionally, half of  
 (a period of clear, sunny weather), the meteorological con-  
 ditions in the Kalvaria area were poor.  were  
 predominantly rainy and windy months with extremely high wind  
 velocities. There were no frosts or snow-falls to speak of. Any  
 snow that did fall quickly melted.  fog was  
 most prevalent. It would set in around 0500 and dissipate around  
 1400 daily. The remaining portion of the day was cloudy and murky.  
 Evening fogs were extremely rare. From  the temperature  
 in the winter rarely went below -10° C. Normally, it ranged from  
 -3° to -5° C. The maximum summer temperature was 20° C. During the  
 summer months, there was a total of 20 - 30 sunny days.

50X1 3. Although  had never been at the Kaunas Airfield he had passed  
 it traveling by car and/or train en route to Kaunas from Kalvaria at  
 a distance of approximately two kilometers. It was a fairly large  
 airfield with paved (concrete or asphalt) runways and permanent  
 installations.  heard from friends in the Border Guards that an

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air division was stationed at this air base, but [ ] was unable to 50X1  
identify the unit or type aircraft employed. /No further informa-  
tion.7

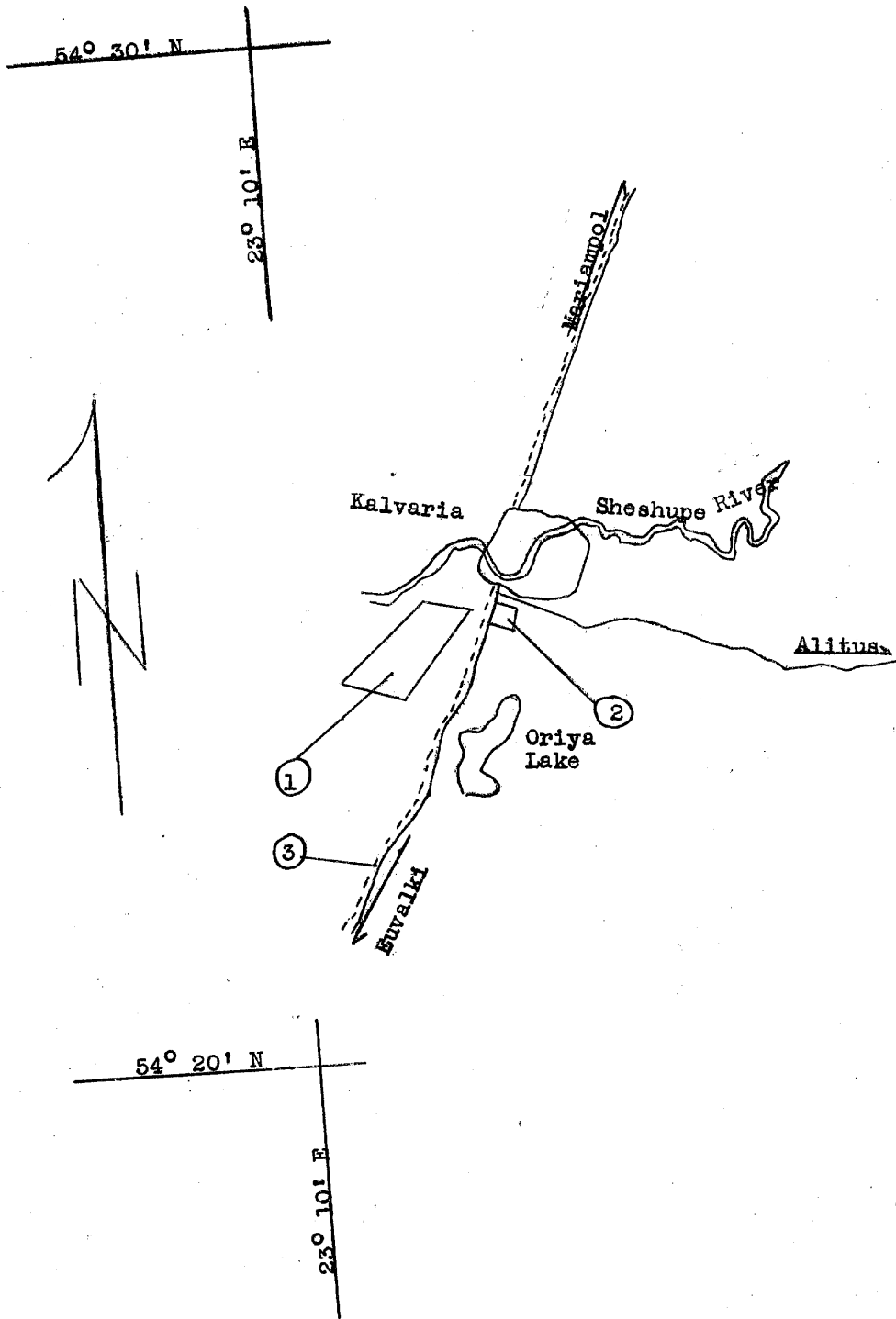
ENCLOSURE:

1. Pinpoint Location of Kalvaria Airfield

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ENCLOSURE 1:

Pinpoint Location of Kalvaria Airfield, Overlay of GSGS 4416 Sheet J-17  
Kalvariya 1:100,000



## ENCLOSURE 1 (CONT'D):

## LEGEND:

1. This was a reactivated air base which was used by the Soviets during World War II as a fighter base. [redacted] 50X1  
[redacted] this base was under construction and was being prepared to be occupied by an unknown fighter regiment. This was a level grass airfield 3 x 1½ km. with no permanent runway/s or hangars although there were an unknown number of concrete revetments dispersed throughout. These revetments were covered with a camouflaged net. There were no buildings or technical facilities on the field. 50X1
2. Across the Euvalki - Mariampol road and east of this airfield, an unknown number of buildings were being renovated and constructed; this area was called the Voyenny Gorodok and the buildings, five two-story barrack-type and various single story buildings, were being worked upon by a construction battalion of MVD troops commanded by an unknown lieutenant colonel of the local populace. This battalion consisted of approximately 250 MVD troops. The original date of completion of the Voyenny Gorodok was [redacted] 50X1  
[redacted] but the lieutenant colonel in command told [redacted] that the job would not be completed by that date. [redacted] estimated that the project would be completed by [redacted] At the completion of that project the personnel of the unknown fighter regiment were to be moved into the Voyenny Gorodok and supervise the construction battalion and the local population in reconstructing the airfield. Type of construction to be undertaken was unknown, but [redacted] assumed that concrete runway/s and probably a few hangars were to be installed. 50X1
3. Along the western edge of the Euvalki - Mariampol road was an underground communication cable which extended from Warsaw to Moscow via Kaunas. This cable was to be used only in the event of hostilities. [redacted] no idea when the cable was installed. 50X1  
No further information.

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